

*Souvenir
of
The Gravity
Road.*

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GRAVITY ROAD

Photo-Gravures of the Old Delaware and Hudson Coal and Passenger
Road, between Carbondale and Honesdale, Pa. ❁ ❁ ❁ ❁ ❁

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THE Moosic mountain range, towering nearly two thousand feet above the valley of the Lackawanna, forms the first natural barrier between the Northern Anthracite coal fields of Pennsylvania and New York harbor; the mines and the market place. To protect these points by a continuous highway, required the skill and genius of the men who were the early promoters of mining and transporting Anthracite coal. The project was declared feasible by the pioneers of the coal trade and when the railroad and canal was complete it was looked upon as a marvel in civil engineering, and even now in these days of great achievement, it is referred to as one of the wonders of engineering skill. In the year 1825 the organization known as the Delaware and Hudson Canal Company was incorporated under the laws of the State of New York, and the men who managed the affairs of the Pioneer Coal Company developed the chief industry of the Keystone State and aided the foundation of the Anthracite Coal trade. What they planned was a gigantic undertaking. The construction of a canal connecting the waters of the mighty Hudson River at Rondout, New York, with the forest stream called Lackawaxen Creek at Honesdale; the building of a railway over the Moosic Range to the mines at Carbondale was a brilliant achievement. The work was completed during the summer of 1829, and in that year on the 9th day of October the first shipment was started from the mines on its way to the seaboard. This railroad was practically the first iron track road built and operated in the United States. Ten miles of level between Honesdale and Waymart, six miles up and down the incline, over the mountain to Carbondale. Upon this level the first locomotive brought to the United States made its trial trip. The engine was named the Stourbridge Lion, built at the Stourbridge shops in England, for the Delaware and Hudson Canal Company. The trial trip proved that the engine was too heavy for the scrap iron construction of the track and the Company were obliged to haul the empty cars from Honesdale to Waymart with horses. In the year 1856 the railroad was rebuilt under the supervision of Chas. P. Wurts. The number of inclined plains was increased. The rail super-

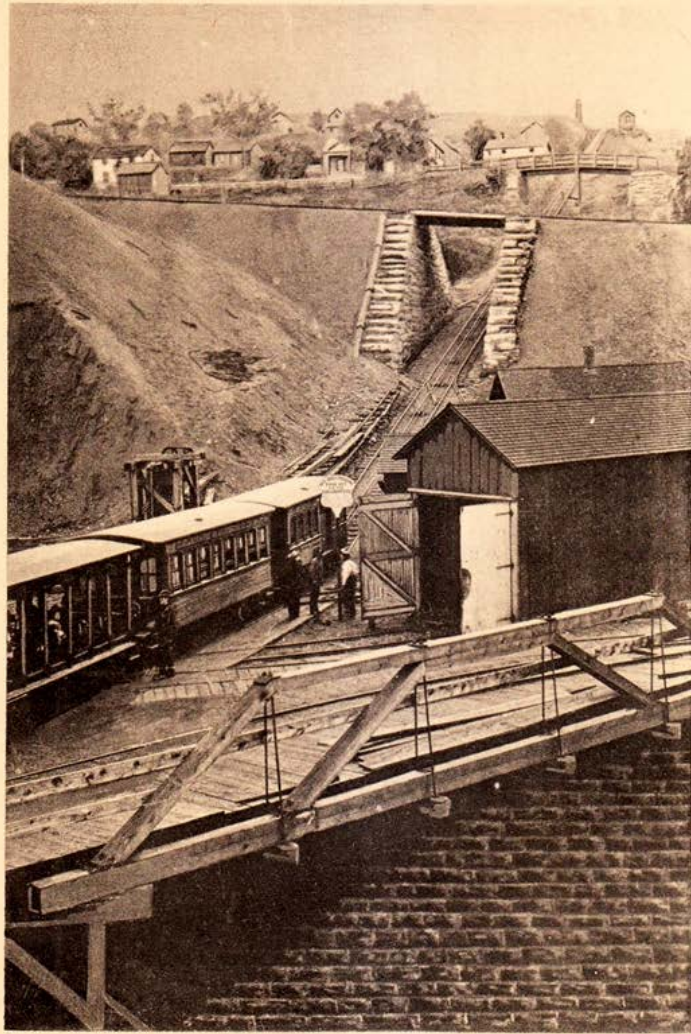
ceeded the scrap iron in the construction of the track ; wire rope manufactured by the Roeblings took the place of hemp cable ; high grade engines and new mechanical appliances were provided and everything required to increase the carrying capacity of the road was supplied.

In the year 1831, the third year following the construction of the first road, the traffic for the entire year amounted to 41,475 tons of coal. Thirty years later the daily shipments over the gravity had reached 20,000 tons ; results that far outstrip the wildest predictions made by the promoters of this, now famous gravity railroad. The picturesque scenery along this mountain railway aroused the admiration of patrons of the passenger car service, and the company decided to clean up several hundred acres of land near the summit for picnic excursions. Thus was brought about the creation of that most delightful outing place. Giving to pleasure seekers the charming spot, which was christened "Farview." From the observation towers one obtains a view of the Catskill Mountains. Looking northwestward Elk Hill, the highest point in Pennsylvania, is in plain sight. Westward the valley of the Susquehanna River is seen. Eastward the hills fringing the Delaware River are plainly in view, while directly at ones feet stretching north and south for twenty miles is the pastoral section known as the land of Canaan.

A trip over the gravity and a day at Farview furnish pleasure enough for one days outing, and the memory of a day thus spent could not fail to prove a lasting joy.



GLIMPSE OF CARBONDALE, FROM PLANE NO 4.



VIEW OF PLANE 13, HONESDALE.



PLANES NO. 18 AND 12 AND DEPOT AT WAYMART.



PLANES NO. 19 AND 11, THE LONGEST OF THE GRAVITY.



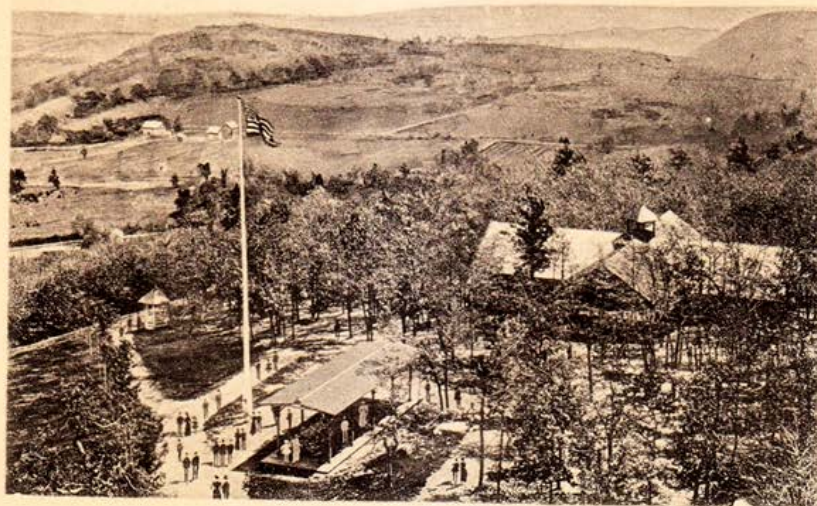
PLANE NO. 20 AND ENGINE HOUSE



LOOKING EAST FROM FARVIEW PICNIC GROUNDS.



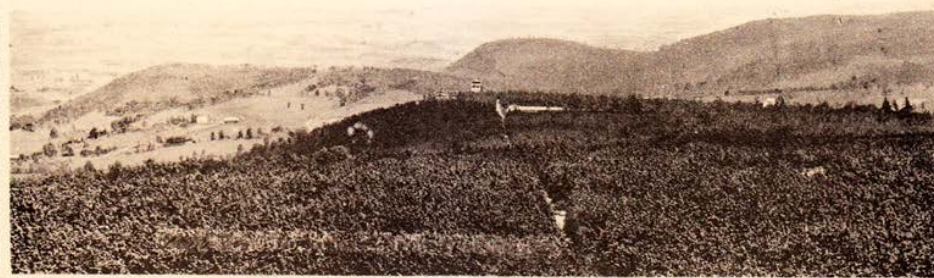
THE OBSERVATORY—FARVIEW GROUNDS.



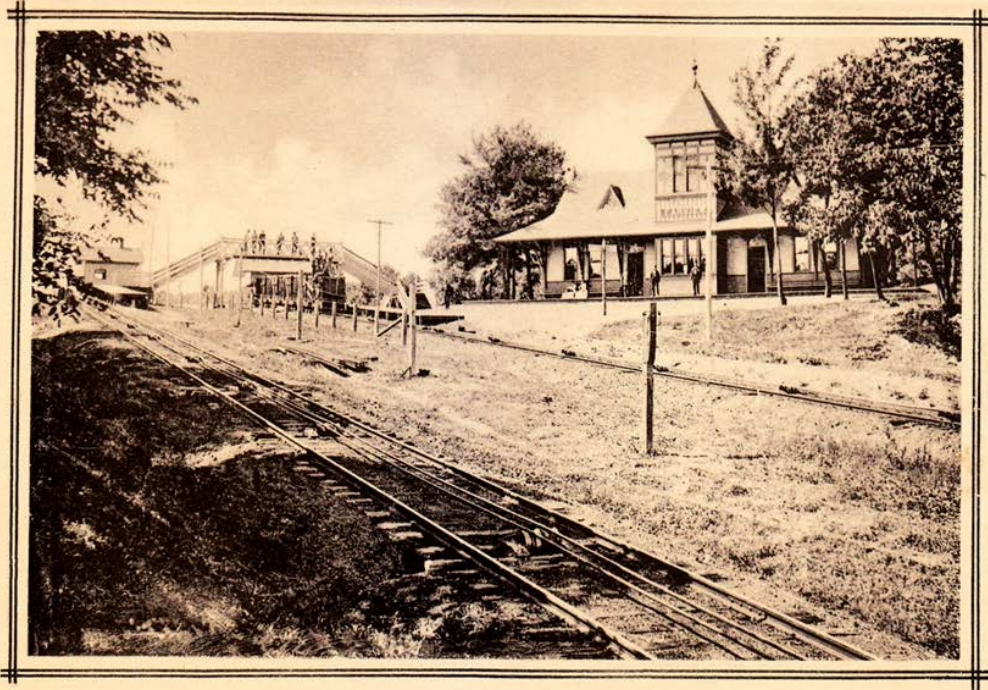
PICNIC GROUNDS—FARVIEW.



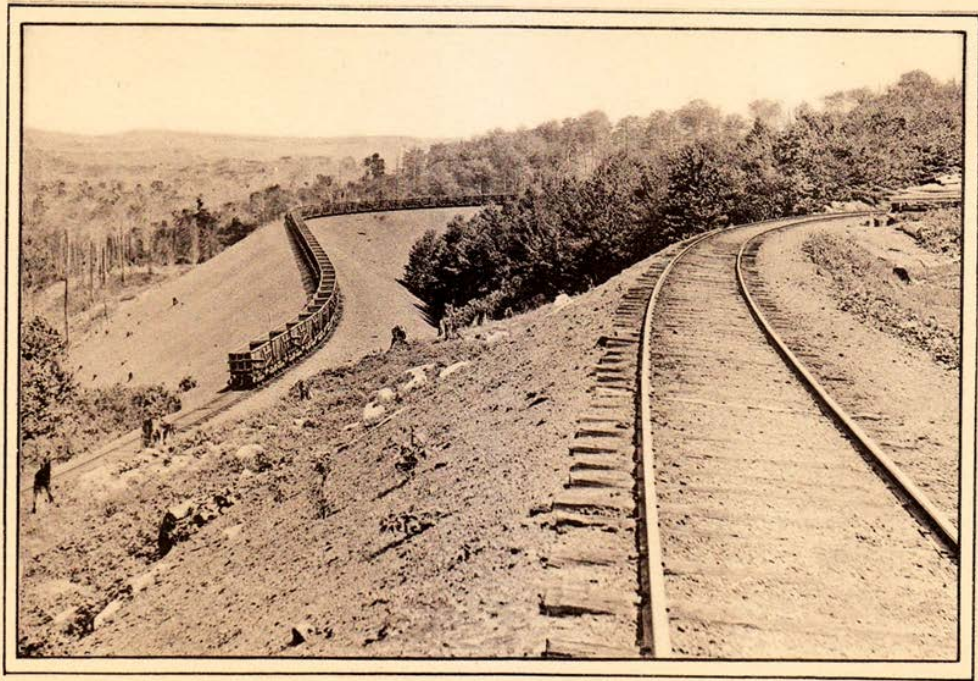
Elk Mountain, from the Upper Observatory at Farview.



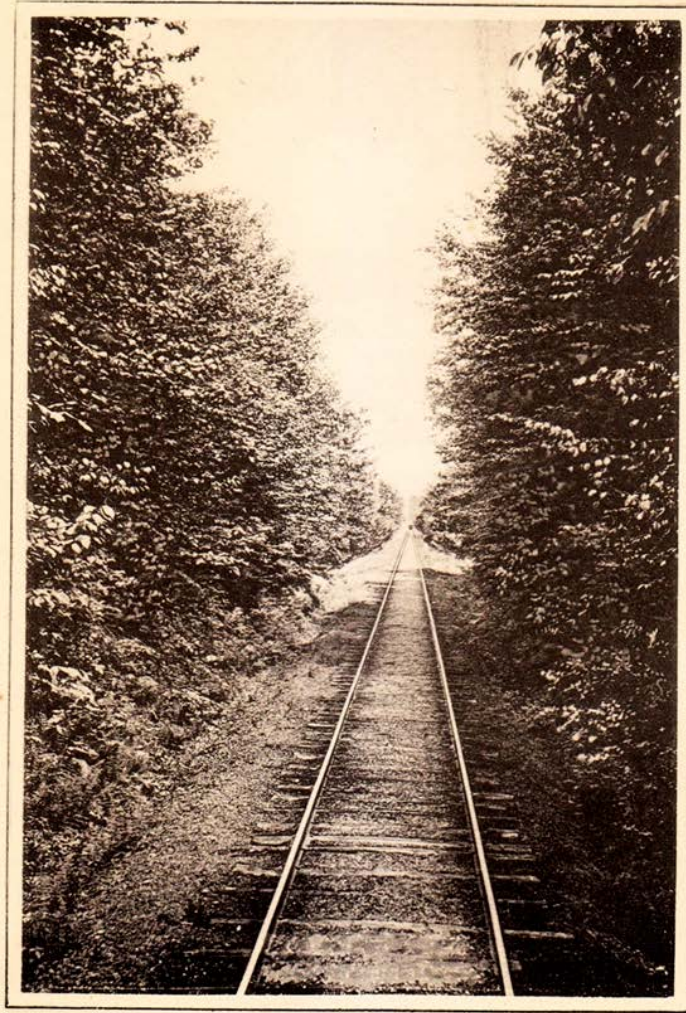
GRAND VIEW, FROM THE UPPER OBSERVATORY AT FARVIEW.



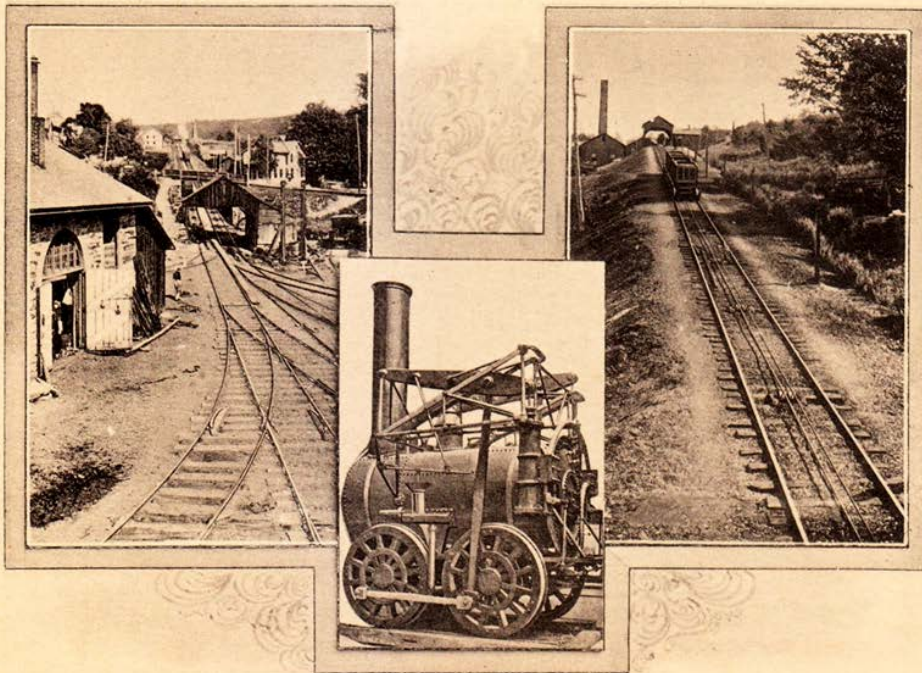
DEPOT AND PLANE AT FARVIEW.



SHEPARD'S CROOK.



THE STRAIGHT LINE.



VIEW UP NO. 1 PLANE AT CARBONDALE. THE STOURBRIDGE LION. THE HEAD OF NO. 4 PLANE.
THE FIRST LOCOMOTIVE IN AMERICA.

